May 19, 2004

Mr. Timothy A. Jewett
District Engineer II
North Carolina Department of
Environment and Natural Resources
Solid Waste Section
585 Waughtown Street
Winston-Salem, NC 27107-2241

Re: Greensboro Transfer Station Permit Application
Greensboro, North Carolina
HDR Project No. 06770-2707-018

Dear Mr. Jewett:

On behalf of the City of Greensboro, HDR Engineering, Inc. of the Carolinas is pleased to submit two copies of the permit application for the proposed solid waste transfer station for your review.

If you have any questions regarding this, please feel free to contact me at (704) 338-6717.

Sincerely,

Joseph C. Readling, PE VP
Project Manager

JCR/jvd

Enclosures

cc: Greg Dingman, 2 copies
Jeryl Covington, PE, w/o enclosure

GREENSBORO TRANSFER STATION

PERMIT APPLICATION

MAY 2004

Prepared for:

City of Greensboro
P.O. Box 3136
Greensboro, NC 27402-3136

Prepared by:

HDR Engineering, Inc. of the Carolinas
128 South Tryon Street, Suite 1400
Charlotte, NC 28202-5004

HDR Project No. 06770-2707-018

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SECTION 1.0
INTRODUCTION

1.1 PURPOSE

The purpose of this Operations Plan (Plan) is to provide the City of Greensboro (City) Environmental Services Department with a manual that will serve as a guide to safely maintain and operate the City's municipal solid waste (MSW) transfer station. This Plan has been prepared in general accordance with the North Carolina Solid Waste Rules 15A NCAC 13B .0402, Operational Requirements for Transfer Facilities. The Plan also addresses pertinent operational requirements outlined in Rule .0505, Operational Requirements for Sanitary Landfills and will discuss the following issues.

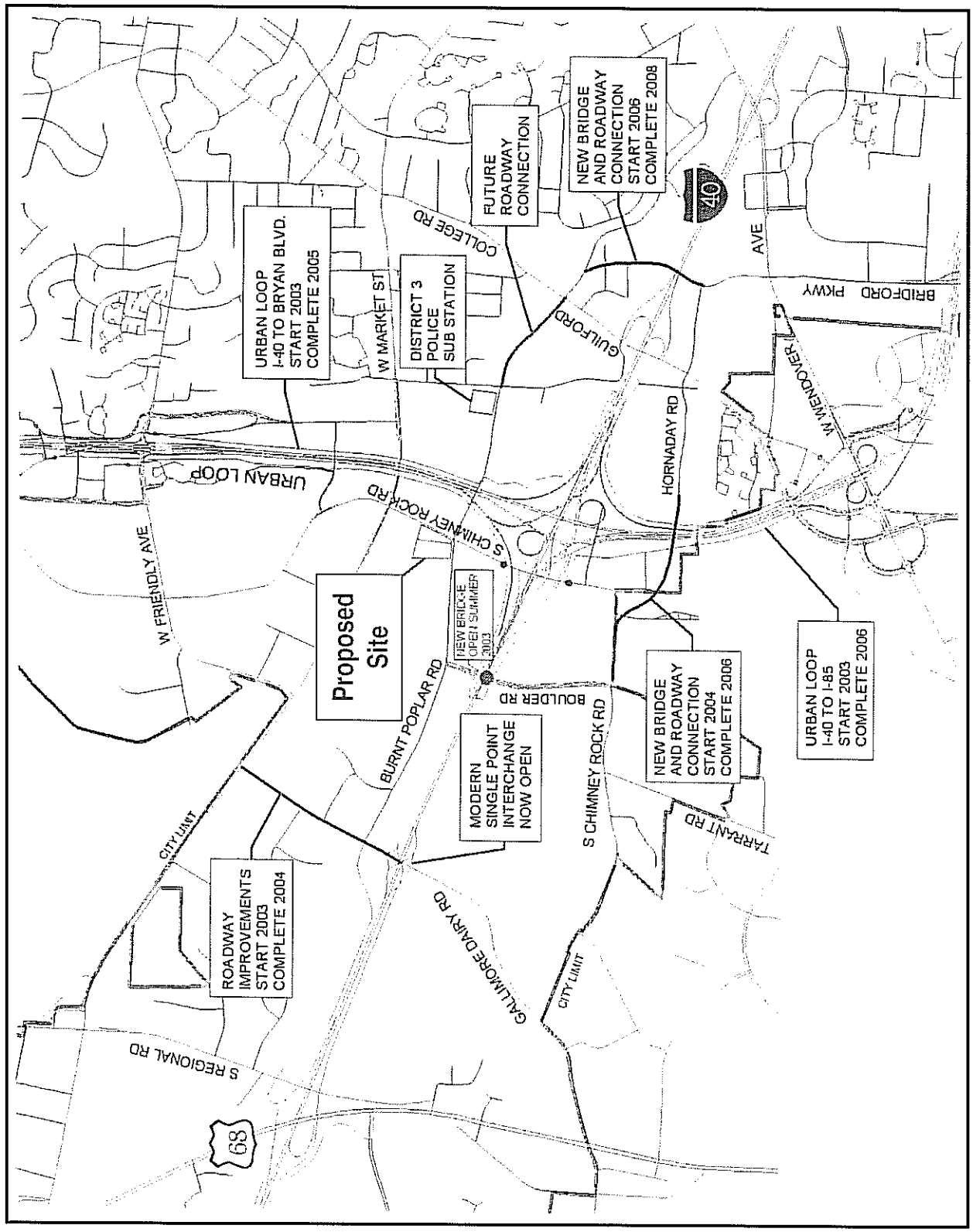
- Waste Acceptance Criteria
- Facility Operations
- Erosion Control Requirements
- Drainage Control and Water Protection
- Disease and Vector Control
- Sign and Safety Requirements
- Access and Security Requirements

This transfer station, designated as the Greensboro Transfer Station, will become a part of the City's current integrated waste management system. The transfer station will be developed to provide a mechanism for transferring and transporting MSW generated in the City to an out-of-city permitted MSW landfill currently undesignated. The facility will include the transfer station, scale and scale house system, administrative building, and a citizen's drop off area.

1.2 FACILITY LOCATION

The transfer station site is an approximate 10-acre parcel located on the west side of the City approximately one-half mile north of Interstate 40 at the corner of Burnt Poplar and Chimney Rock Roads. A vicinity map for the transfer station is provided on Figure 1. Primary access to the site will be via Burnt Poplar Road. In order to facilitate anticipated traffic volumes, turn lanes into the site will be required along Burnt Poplar Road. The building site, which includes the tipping floor and administrative building, encompasses approximately 28,000-square feet (0.64 acres) of the 10-acre site. The property was zoned as Heavy Industrial but was rezoned by the City as "Special Use Permit," which is suitable for the development of public facilities including solid waste transfer stations. Refer to zoning letter in the appendix. The mailing address for the transfer facility is 6310 Burnt Poplar Road, Greensboro, North Carolina 27409-9710.

Figure 1
VICINITY MAP
Greensboro, North Carolina



The site is located in an industrial area on currently vacant parcel. Limited vegetation exists along the borders to the site; however, the current use of the adjacent property includes tank farms to the north and east, a trucking operation to the south, and vacant industrial property to the west (refer to Drawing C-01, Existing Conditions for further information). The topography of the site slopes from the southeast and northwest to a drainage feature, which traverses the center of the property from east to west. Where possible, the topography has been used to reduce the earthwork, filling, and grading required to produce the grade and elevation changes for the bi-level, direct-dump type of transfer station proposed. Refer to Drawing C-04, Site Utility Plan for the proposed grading of the site.

1.3 FACILITY DESCRIPTION

The transfer station facility will consist of a tipping/administrative building, citizen drop-off area, scale house, and access roads. The transfer station will utilize a bi-level, non-compacted, direct-dump design, consisting of a refuse hopper, and a tipping area on the upper level and a "load-out" area on the lower level. At the entrance to the site, a scaling system will be installed to determine and record facility throughput. This system will consist of inbound and outbound truck scales and a scale house with remote operations equipment.

The operational areas (maneuvering area, tipping floor, and operations/control area) will be enclosed by a pre-engineered metal, panel-type building. The operational areas will be accessed by a roadway system consisting of entrance and exit roads and parking for users of the facility. The access roads will have either an asphalt- or concrete-paved surface. Landscaping will be provided as required to enhance site aesthetics and reduce noise levels.

The transfer station will be capable of transferring approximately 900 tons per day (tpd) of MSW based on an eight-hour operating day. The tipping floor area is sized to accommodate storage of 100 percent of a peak day's refuse.

The City will be the owner and operator of the transfer station. The primary contact person for issues concerning operation of the transfer station will be:

Ms. Jeryl Covington, PE
Environmental Services Director
City of Greensboro
401 Patton Avenue
Greensboro, NC 27406

SECTION 2.0
WASTE ACCEPTANCE CRITERIA

2.1 INTRODUCTION

In accordance with 15A NCAC 13B .0402(1), a waste transfer facility shall only accept those wastes which it is permitted to receive. This transfer station will accept only MSW (i.e., residential, commercial, and industrial) generated within the service area. Based upon recent annual landfill waste disposal records, the City anticipates receiving an annual tonnage rate of approximately 225,000 tons per year (tpy) of MSW at the transfer station. The projected annual tonnage rate yields a daily rate of 725 tons per day (tpd) based upon 312 operating days per year. The daily tonnage rate is subject to change due to fluctuations in the amount of waste delivered to the facility; therefore, the transfer station has been designed to handle a maximum average tonnage rate of 900 tpd to account for daily surges in waste flow. The residential waste will be transported to the transfer facility by City and private hauler vehicles. The residential vehicles will consist primarily of pick-up trucks and cars, while the private hauler vehicles will be of the rear and side loader truck types. Commercial and industrial waste will be primarily transported to the facility by private waste haulers.

2.2 RECYCLABLE MATERIAL

The transfer station will have containers for citizen's drop-off recyclables.

2.3 PROHIBITED WASTES

In accordance with Rule .0505(10)(e), the transfer station will not accept barrels or drums unless they are empty and perforated sufficiently to ensure they contain no liquid or hazardous waste. In accordance with Rule .0505(11)(b), no hazardous or liquid waste shall be accepted at the transfer station. In addition, the transfer station will not accept infectious or regulated medical waste, bulk animal waste, or radioactive waste. A report shall be prepared for any attempted delivery of waste of which the transfer station is not permitted to receive, including from outside the permitted service area. The report will be forwarded to:

North Carolina Department of Environment and Natural Resources (NCDENR)
Solid Waste Division
P.O. Box 27687
Raleigh, NC 27611-7687
(919) 733-0692

SECTION 3.0
TRANSFER STATION OPERATIONS

3.1 BACKGROUND

The transfer station will be open to the public Monday through Friday from 6:00 a.m. to 6:00 p.m. and Saturdays from 7:00 a.m. to 1:00 p.m. It will be closed on Sundays and holidays designated by the City. A sign will be posted at the entrance identifying the hours of operation. The proper operation of the transfer station will require a sufficient number of trained personnel working in cooperation with each other.

Various types of mobile equipment will be required to operate the transfer station. The vehicles required include refuse transfer vehicles, front-end loaders, and tamping cranes. The City will be responsible for providing primary equipment, backup equipment, and equipment maintenance.

The transfer vehicles will be heavy duty "over the road" tractors with non-compacted type trailers geared for open-top loading. If so equipped, the refuse ejection system will be a push-blade type, chain-drag type, or live-bottom type. Should standard trailers be used, a tipper will need to be provided at the permitted MSW receiving landfill. The maintenance requirements and payload capacity will be the primary factors utilized in the selection of the transfer trailer.

The transfer station, utilizing two load-out hoppers, will require the use of a heavy duty, front-end loader (CAT 972G with a waste handling package or similar). The loader will push the refuse ejected onto the tipping floor into the load-out hopper. The loader will be a heavy-duty type and will have the capability to move a large quantity of refuse. The loader will be equipped with a waste-handling package. A wheeled tamping crane (CAT M312 or similar) will be utilized for refuse leveling operations and compacting waste into the trailers.

3.2 TIPPING FLOOR OPERATIONS

City and commercial haulers will deliver MSW to the transfer station each day during the designated hours. Upon arrival at the scale facility, the scale operator will determine the load characteristics and acceptability of the waste material being delivered. If the load is determined to be unacceptable, it will be rejected and directed to an appropriate disposal point. If required, notification will be given to the proper authorities for the handling of illegal or hazardous waste materials.

After the weighing process, the collection vehicles will be directed to the transfer station. Waste vehicles will be stopped at the entrance of the building by a station spotter and then directed to specific deposition areas on the tipping floor. It is the spotter's responsibility to queue the

vehicles at the building entrance to keep the truck maneuvering area clear and provide a safe ingress and egress. Once the vehicle is in position and the waste has been inspected by the attendant, the load will be discharged directly onto the tipping floor. After dumping, the vehicles will exit the station. Vehicles not previously tared will be directed back to the scale facility to determine the weight of the empty vehicle.

Waste dumped on the tipping floor will be pushed with a front-end loader through the hoppers into the trailers in the lower load-out area. The lower level of the transfer station will have two drive-through areas for transfer trailer truck access. The open-top transfer trailer trucks pull into the drive-through areas and align themselves beneath the open pits. Once the trailer truck is in position, the operator will load and compact the waste into the transfer trailer. A mobile crane with a grapple bucket will be located behind the hoppers for use in leveling and tamping the loads in the trailers. Load-out scales will be used to determine when a trailer has been fully loaded. The loaded trailers will be moved to a staging area prior to departure for the disposal facility. The lower drive-through areas have been designed to provide sufficient space for drivers to exit their vehicles and walk to safety in the event of an emergency.

A separate tipping area outside of the transfer building has been included for "citizen" vehicles. This will reduce the interaction between citizen vehicles and the city/commercial vehicles during peak operating hours.

The transfer station has been designed with a 28,000-square foot tipping floor and a 13.5-foot high push wall that runs along the west side and a portion of the east side of the tipping floor. There are two open pits (33 feet long by 6 feet wide) located at the south end of the facility approximately 14 feet above the drive-through areas.

The number of trips per day of the transfer trailers is based on the throughput capacity of the transfer station and the haul time to the designated disposal site. In order to handle 900 tpd will require a minimum of 45 transfer trailer trips, assuming a transfer trailer payload of 20 tons. Given normal operation, 20 tractors and 25 trailers would be dedicated to this transfer station. Additional tractors and trailers will be available for backup purposes.

Solid waste will not be allowed to remain on the tipping floor overnight. Empty trailers will remain at the transfer station overnight, thus accommodating station requirements each morning and allowing scheduled flexibility with respect to station personnel and driver shifts to complete transfer operations and unloading at the end of each workday.

The tipping floor and drive-through areas will be washed down as needed throughout the day, as well as at the end of each operating day. The wash down water will be collected by trench drains

located on the upper level and driveway drains located in the drive-through areas on the lower level of the transfer station. This collection system should effectively maintain wash down water separate from stormwater. The wash down water will ultimately drain into a sanitary sewer line that connects to the gravity sewer main along Burnt Poplar Road.

SECTION 4.0
EROSION CONTROL AND STORMWATER REQUIREMENTS

4.1 EROSION AND SEDIMENT CONTROL

The erosion and sedimentation control features to be used during construction of the Facility will be prepared in general accordance with the North Carolina Erosion and Sediment Control Planning and Design Manual Guidelines (NC Design Manual). A separate "Erosion and Sediment Control Plan" will be submitted to the North Carolina Department of Environment and Natural Resources (NCDENR), Land Quality Section. The following erosion and sedimentation control measures are proposed for use during construction: silt fence, temporary diversion channels, temporary sediment traps, temporary construction entrance/exit, and vegetative stabilization (seeding).

4.1.1 Temporary Sediment Traps

The design of a temporary sediment trap is subject to several requirements. The temporary sediment trap must have an approximate sediment storage capacity of 1,800 cubic feet per acre of drainage and a surface area that is approximately one percent of the peak inflow. The design of the proposed temporary sediment traps was performed in general accordance with criteria from the NC Design Manual.

Two temporary sediment traps (TST Nos. 1 and 2) are proposed for the site, which are capable of passing the 10-year storm with a sediment storage capacity greater than 1,800 cubic feet per acre of drainage and a surface area settling efficiency greater than 75 percent.

4.1.2 Temporary Diversion Channels

Temporary diversion channels are to be installed to divert stormwater runoff into the appropriate temporary sediment trap. Drainage areas to a temporary diversion channel will be minimized as appropriate. The locations of the temporary diversion channels will change as site development proceeds. Temporary diversion channels may be installed in general accordance with the NC Design Manual Section 6.20.1.

4.1.3 Vegetative Stabilization

Vegetative stabilization shall be in accordance with the seeding schedule in the technical specifications provided in the Erosion Control Plan. The seeding schedule was prepared with reference to the NC Design Manual Sections 6.10 and 6.11 and seeding regimes used in the geographic location.

4.1.4 Silt Fence

Silt fence shall be installed at or outside the clearing limits as shown on the plans prior to land disturbing activity. Silt fence is an adequate runoff control measure, provided that less than one-quarter acre per 100 linear feet (LF) drains to it, according to the NC Design Manual Section 6.62.1.

4.1.5 Temporary Gravel Construction Entrance/Exit

According to the NC Design Manual Section 6.06.1, a temporary gravel construction entrance/exit is used to provide a buffer area for vehicles exiting the site to drop mud and sediment to avoid transporting it onto public roads. A construction entrance/exit will be installed on Chimney Rock Road. This entrance will be during construction until the primary entrance on Burnt Poplar Road is constructed.

4.2 STORMWATER CONTROL

During construction of the facility, the permanent stormwater control features will be installed. Stormwater runoff from the facility will be collected in either drop inlets or sheet flow into the on-site permanent stormwater pond. Reinforced concrete pipes (RCP) will divert the water collected in the drop inlets to the to the on-site permanent stormwater pond. Refer to Drawing C-04, Site Utility Plan, for the location of the stormwater conveyance system. All unpaved areas will vegetated or landscaped to minimize erosion.

SECTION 5.0
DRAINAGE CONTROL AND WATER PROTECTION REQUIREMENTS

In accordance with Rule .0505(7)(b) and (c), the transfer station will be operated so as to prevent water from coming in contact with MSW and to contain and properly discharge collected leachate (wash water).

The tipping floor of the transfer station is sloped away from the load-out hoppers and towards the trench drains located along the northern edge of the upper level concrete floor slab. The drains will collect any leachate (wash water) generated from washing the tipping floor. The trench drains connect to a sanitary sewer line, which travels outside the building along the upper level toward the northeast corner of the building. At the northeast corner of the building, the sewer line is tied to the on-site sanitary sewer system. The transfer station lower level contains the two drive-through areas for transfer trailer vehicles. Each drive-through area will have trench drains along the entire length to collect wash water. The drains connect to a sewer line that merges into the upper level sewer line. The combined (upper and lower) flows will travel via an 8-inch sewer line to a gravity sewer along Burnt Poplar Road.

The tipping floor and drive-through areas will be emptied and washed down at the end of each operating day. The upper level trench drains and the lower level driveway drains (or paved channels) shall properly collect any leachate generated; and, minimize areas of ponded water within the transfer station.

SECTION 6.0
DISEASE AND VECTOR CONTROL

In accordance with Rule .0505(12)(a), the City shall provide effective disease and vector control measures for the protection of human health and the environment. Disease vectors are defined as any rodent, flies, mosquitoes, or other animals, including insects, capable of transmitting disease to humans.

Control of disease vectors will be maintained by implementation of daily cleaning program, which involves removal of waste, leachate (wash water), and any ponded water from the facility operating areas. The removal of waste at the end of each operating day will protect against migration of vectors into and from the transfer station. The City may also utilize deodorizers, paint, and wash water to keep the tipping floor and drive-through areas clean and free from disease vectors. Stagnant ponded water shall be prevented from occurring to control mosquito breeding. If problems controlling disease vectors persist, the City shall employ a licensed exterminator to control vectors.

Since the transfer station is enclosed on all sides, wind blown trash should not be a major operational concern for the City. Any wind blown trash discovered at the end of an operating day shall be collected and stored in a transfer trailer or an on-site trash bin.

SECTION 7.0
SIGN AND SAFETY REQUIREMENTS

7.1 SIGN REQUIREMENTS

In accordance with Rule .0505(9), the City shall post signs at the Facility entrance indicating operational procedures, hours of operation, tipping fee, and permit number. Signs shall be clearly posted stating that no hazardous or liquid waste will be received. Traffic signs and markers shall be provided as necessary to promote an orderly traffic pattern to and from the discharge area and to maintain efficient operating conditions.

7.2 OPEN BURNING OF WASTE

In accordance with Rule .0505(10)(a), open burning of waste shall be prohibited at the transfer station.

7.3 FIRE PROTECTION EQUIPMENT

In accordance with Rule .0505(10)(b), equipment shall be provided to control accidental fires and arrangements made with the local fire protection agency to immediately provide fire-fighting services when needed. As required by building code, the transfer station building will be equipped with a fire suppression system, the appropriate number of fire extinguishers, and fire hydrants.

7.4 NOTIFICATION OF FIRE

In accordance with Rule .0505(10)(c), fires that occur at the transfer station require verbal notice to the NCDENR Division of Solid Waste within 24 hours and written notification shall be submitted within 15 days. Verbal and written notification shall be submitted to the Regional Waste Management Specialist:

North Carolina Department of Environment and Natural Resources (NCDENR)
Solid Waste Section
P.O. Box 27687
Raleigh, NC 27611-7687
(919) 733-0692

SECTION 8.0
ACCESS AND SECURITY REQUIREMENTS

8.1 TRANSFER STATION ACCESS AND SECURITY

In accordance with Rule .0505(8)(a), the transfer station must be secured by means of gates, chains, berms, fences, and other security measures approved by the NCDENR Division of Solid Waste Management to prevent unauthorized entry. All vehicles delivering waste to the transfer station will enter and exit through the access control gate on Burnt Poplar Road. Unauthorized vehicle access to the facility is prevented around the remaining portion of the transfer station by a chain link fence.

8.2 ATTENDANT

In accordance with Rule .0505(8)(b), the transfer station will have a full-time Scale Operator located in the scale house during operating hours. A transfer station attendant will be near the tipping floor area at all times during operating hours.

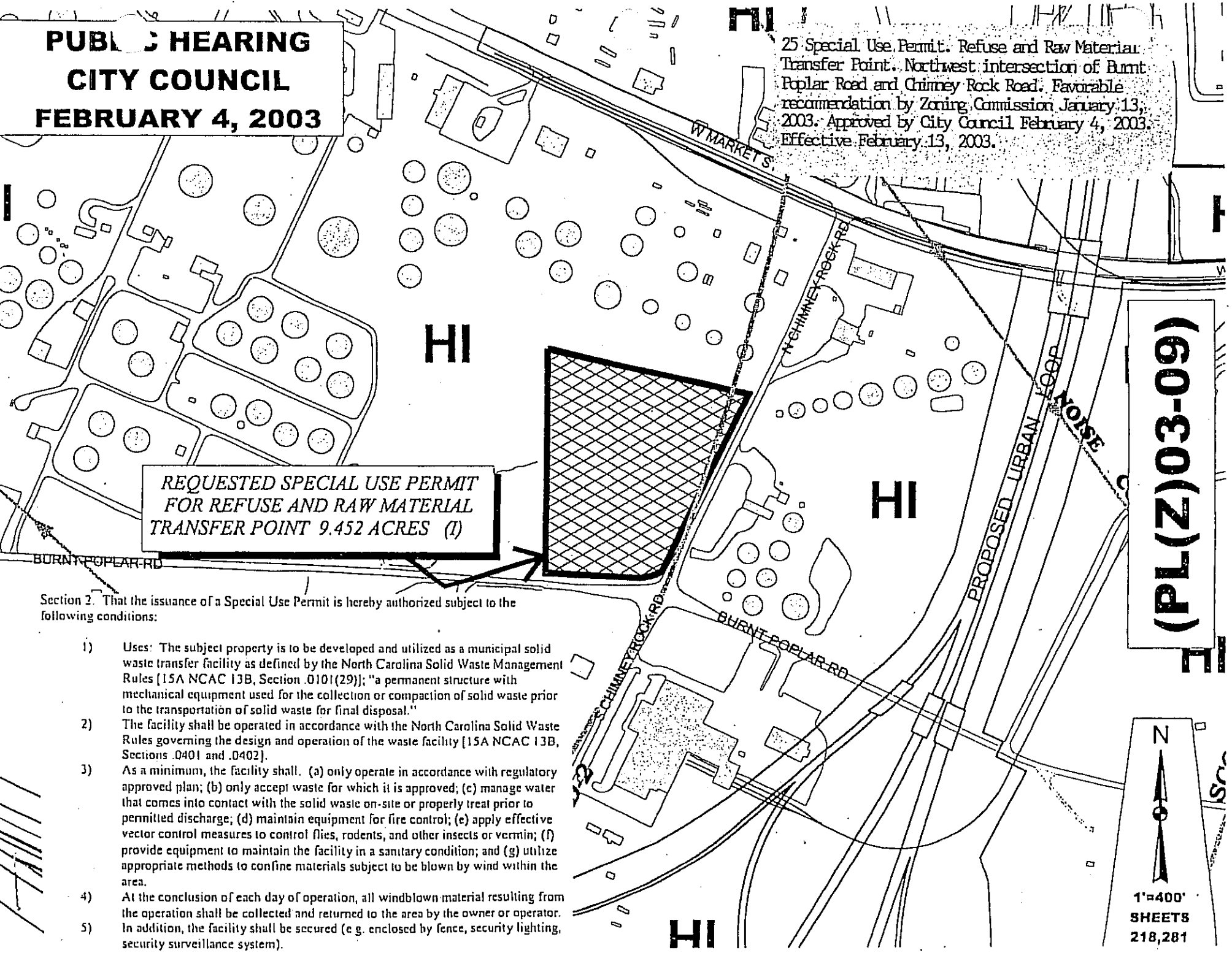
8.3 ACCESS ROAD

In accordance with Rule .0505(8)(c), the access roads for the transfer station will be constructed of an all-weather surface (asphalt or concrete) and shall be maintained in good condition. Potholes, ruts, and debris on the roads shall receive immediate attention in order to avoid damage to the vehicles. Access roads will be regraded as necessary to maintain positive slope for adequate drainage.

APPENDIX

PUBLIC HEARING
CITY COUNCIL
FEBRUARY 4, 2003

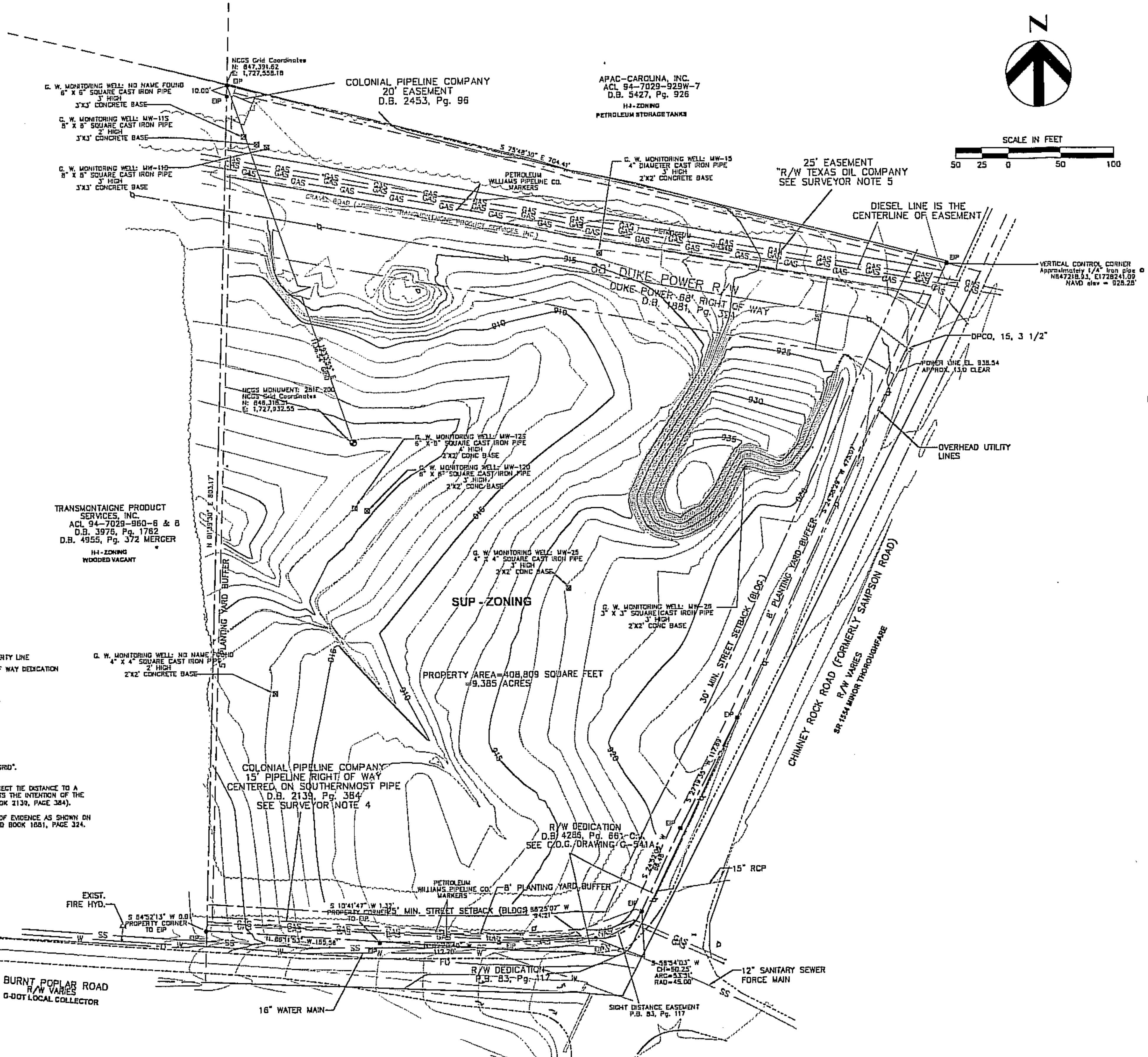
25 Special Use Permit. Refuse and Raw Material Transfer Point. Northwest intersection of Burnt Poplar Road and Chimney Rock Road. Favorable recommendation by Zoning Commission January 13, 2003. Approved by City Council February 4, 2003. Effective February 13, 2003.

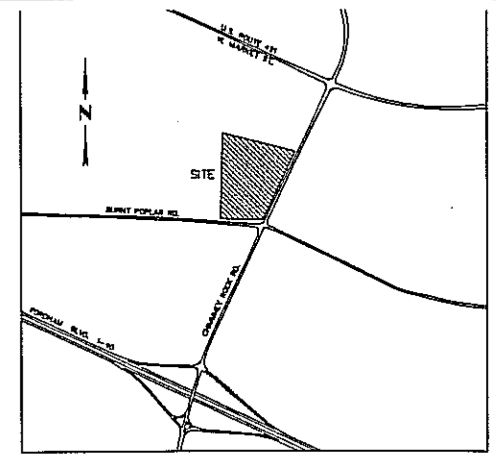


Section 2. That the issuance of a Special Use Permit is hereby authorized subject to the following conditions:

1) Uses: The subject property is to be developed and utilized as a municipal solid waste transfer facility as defined by the North Carolina Solid Waste Management Rules [15A NCAC 13B, Section .0101(29)]; "a permanent structure with mechanical equipment used for the collection or compaction of solid waste prior to the transportation of solid waste for final disposal."
2) The facility shall be operated in accordance with the North Carolina Solid Waste Rules governing the design and operation of the waste facility [15A NCAC 13B, Sections .0401 and .0402].
3) At a minimum, the facility shall: (a) only operate in accordance with regulatory approved plan; (b) only accept waste for which it is approved; (c) manage water that comes into contact with the solid waste on-site or properly treat prior to permitted discharge; (d) maintain equipment for fire control; (e) apply effective vector control measures to control flies, rodents, and other insects or vermin; (f) provide equipment to maintain the facility in a sanitary condition; and (g) utilize appropriate methods to confine materials subject to be blown by wind within the area.
4) At the conclusion of each day of operation, all windblown material resulting from the operation shall be collected and returned to the area by the owner or operator.
5) In addition, the facility shall be secured (e.g. enclosed by fence, security lighting, security surveillance system).

FACILITY DRAWINGS





LOCATION MAP
(NOT TO SCALE)

NOTE:

1. ALL BOUNDARY AND TOPOGRAPHIC INFORMATION WAS TAKEN FROM A SURVEY BY DAVID BOUTWELL, PLS, CITY OF GREENSBORO DATED 6/16/03.
2. "ENVIRONMENTAL ASSESSMENT" DATED SEPTEMBER 2003 WAS BY PREPARED BY HDR ENGINEERING INC. OF THE CAROLINAS, FOR THE CITY OF GREENSBORO.

SURVEYOR LEGEND

- EXISTING IRON PIPE (EIP)
- NEW IRON PIPE (NIP)
- CALCULATED POINT
- NCGS MONUMENT
- GROUND WATER MINITORING WELL
- POWER POLE

- PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PLAT LINE/RIGHT OF WAY DEDICATION
- GAS LINE
- POWER LINE
- EDGE OF PAVEMENT
- GRAVEL ROAD
- 910 CONTOUR LINE
- TREE LINE

SURVEYOR NOTES:

1. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES UNLESS NOTED "GRID".
2. COMBINED GRID FACTOR: 0.9999749
3. ALL AREAS DETERMINED BY COORDINATE COMPUTATION.
4. WRITTEN DESCRIPTION OF THE EASEMENTS APPEAR TO HAVE AN INCORRECT TIE DISTANCE TO A PROPERTY CORNER. THE EASEMENT, AS SHOWN ON THIS MAP REFLECTS THE INTENTION OF THE DEED AS DEPICTED ON THE MAP RECORDED WITH THE DEED (DEED BOOK 2139, PAGE 384). THE EASEMENT IS CENTERED ON THE SOUTHERNMOST PIPE.
5. 25' TEXAS OIL COMPANY EASEMENT IS SHOWN BASED ON THE INTENT OF EVIDENCE AS SHOWN ON PROPERTY MAPS RECORDED IN DEED BOOK 1521, PAGE 391. AND DEED BOOK 1881, PAGE 324. EASEMENT IS CENTERED ON PIPELINE LABELED "DIESEL".

A	ISSUED FOR NCDENR SOLID WASTE PERMIT	5/20/04

HDR Engineering, Inc.
Suite 1400
128 S. Tryon Street
Charlotte, NC 28202-5009

Project Manager: J. C. Reedling, P.E.
Designed: G. Hetzler, P.E.
Designed:
Checked:

CITY OF GREENSBORO TRANSFER STATION

Existing Conditions

Date: MARCH 2004
Project No.: 06770-2707-018
Drawing No.:
Issue:

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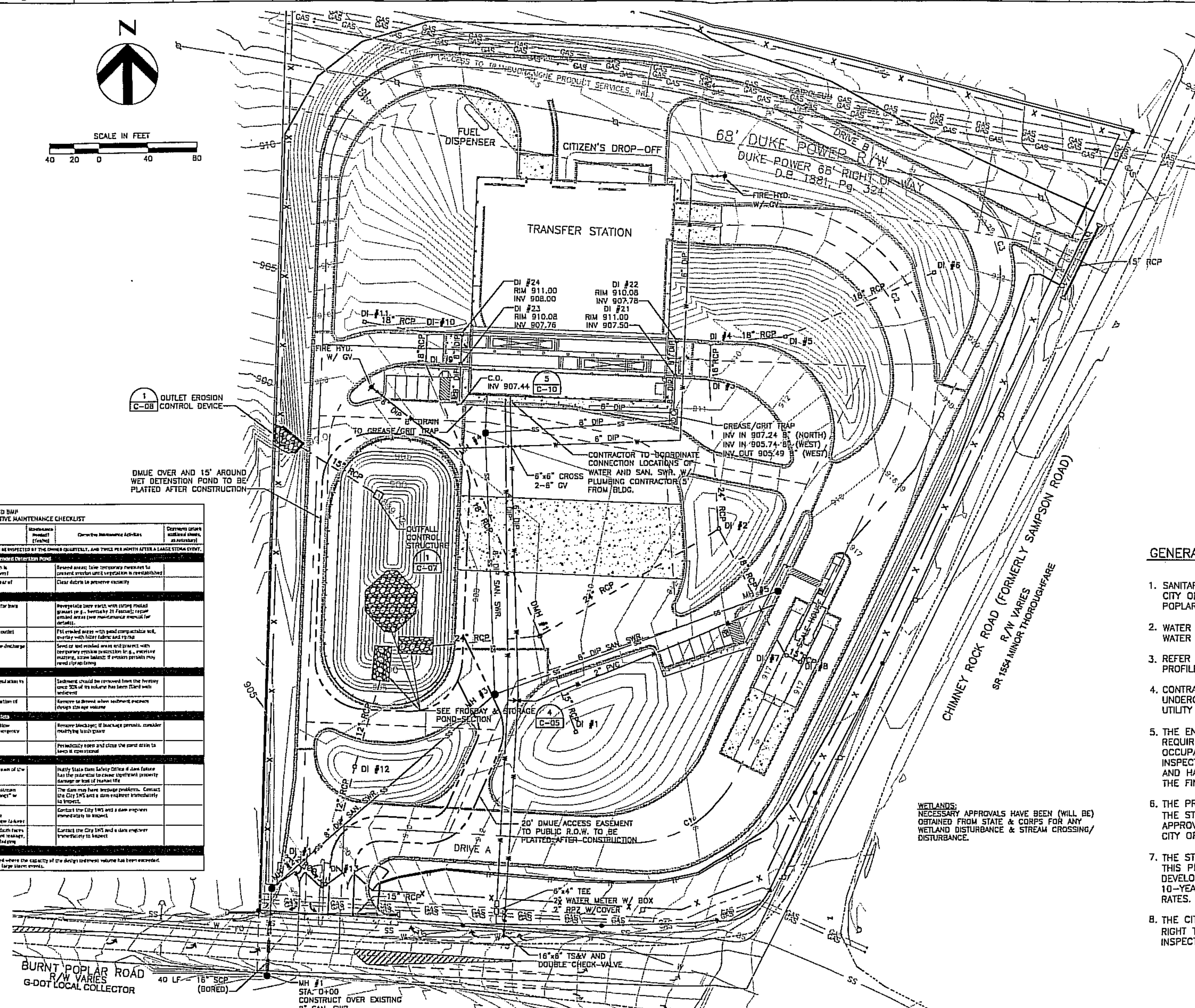
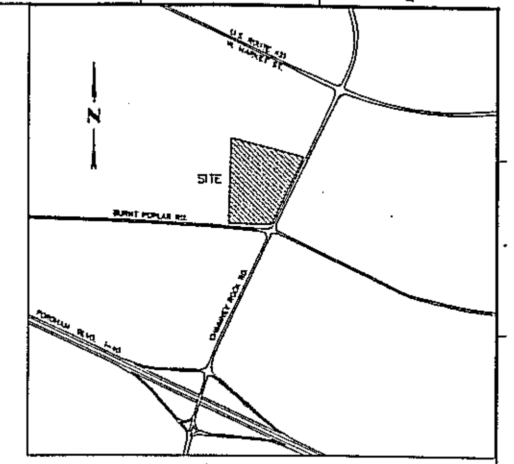




LOCATION MAP
(NOT TO SCALE)

WET DETENTION POND BMP
INSPECTION/CORRECTIVE MAINTENANCE CHECKLIST

Inspection Item	Maintenance Needed? (Yes/No)	Corrective Maintenance Activities	Comments (attach additional sheets, as necessary)
ITEMS LISTED BELOW ARE TO BE INSPECTED BY THE OWNER QUARTERLY, AND TWICE PER MONTH AFTER A LARGE STORM EVENT.			
Drainage Area to Wet Extended Detention Pond			
Any areas where bare earth is exposed or scarce grass cover?		Reseed areas; take temporary measures to prevent erosion until vegetation is reestablished	
Inlets to storm drainage clear of debris?		Clear debris to preserve capacity	
Erosion Problems			
Check pond embankments for bare earth and eroded areas		Revegetate bare earth with strong rooted grasses (e.g., Kentucky 31 Fescue); repair eroded areas (see maintenance manual for details).	
Pipe undercut at inlet and outlet discharge areas?		Fill eroded areas with good compactable soil, overlay with filter fabric and riprap	
Erosion downstream of pipe discharge areas?		Seed or sod eroded areas and protect with temporary erosion protection (e.g., erosion matting, straw bales); if erosion persists may need riprap lining	
Sediment Accumulation			
Noticeable sediment accumulation in forebay area?		Sediment should be removed from the forebay once 50% of its volume has been filled with sediment	
Check sediment in main portion of the pond*		Remove sediment when sediment exceeds design storage volume	
Functionality of Pond Outlets			
Check for blockage in low flow orifice(s), principal and emergency spillways**		Remove blockage; if blockage persists, consider modifying trash guard	
Pond drain operational?		Periodically open and close the pond drain to keep it operational	
Pond Dam Safety			
New development downstream of the dam		Notify State Dam Safety Office if dam failure has the potential to cause significant property damage or loss of human life	
Check the toe of the downstream dam embankment for "springs" or wet spots		The dam may have seepage problems. Contact the City SWS and a dam engineer immediately to inspect.	
For earthen dams, check embankments and crest for presence of cracking or slope failures		Contact the City SWS and a dam engineer immediately to inspect	
For concrete dams, check both faces for pronounced cracks, joint leakage, and noticeable leaning or bulging		Contact the City SWS and a dam engineer immediately to inspect	
Reference Notes			
*Sediment must be removed where the capacity of the design sediment volume has been exceeded. **Twice a month and after large storm events.			

WETLANDS:
NECESSARY APPROVALS HAVE BEEN (WILL BE) OBTAINED FROM STATE & CORPS FOR ANY WETLAND DISTURBANCE & STREAM CROSSING/DISTURBANCE.

GENERAL NOTES

1. SANITARY SEWER TO BE CONNECTED TO A PROPOSED CITY OF GREENSBORO GRAVITY SEWER LINE ON BURNT POPLAR ROAD.
2. WATER SERVICE TO BE CONNECTED TO AN EXISTING 16" WATER MAIN ON BURNT POPLAR ROAD.
3. REFER TO DRAWING NO. C-6 FOR SANITARY SEWER PROFILE AND STORM WATER PROFILE.
4. CONTRACTOR TO VERIFY LOCATION OF EXISTING UNDERGROUND UTILITIES AND COORDINATE WITH THE UTILITY OWNER PRIOR TO CONSTRUCTION.
5. THE ENGINEER'S CERTIFICATION OF COMPLETION WILL BE REQUIRED PRIOR TO THE FINAL PLAT OR CERTIFICATE OF OCCUPANCY. THE STORM WATER CONTROL IS TO BE INSPECTED TO ENSURE IT IS FUNCTIONING AS DESIGNED AND HAS FULL DESIGN VOLUME PRIOR TO ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.
6. THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING THE STORM WATER CONTROL(S) ACCORDING TO THE APPROVED MAINTENANCE PLAN AND DIRECTION OF THE CITY OF GREENSBORO.
7. THE STORMWATER CONTROL STRUCTURE(S) SHOWN OF THIS PLAN IS DESIGNED TO REDUCE THE POST DEVELOPMENT 2-YEAR 24 HOUR STORM EVENT AND THE 10-YEAR 24 HOUR STORM EVENT TO PRE DEVELOPMENT RATES.
8. THE CITY OF GREENSBORO AND THEIR ASSIGNS HAVE RIGHT TO ACCESS THE STORM WATER CONTROL(S) FOR INSPECTION OR MAINTENANCE AS NECESSARY.

Issue	Description	Date	Drwn.	Chkd.	Rsvp.	Proj.
A	ISSUED FOR NCDENR SOLID WASTE PERMIT	5/20/04				

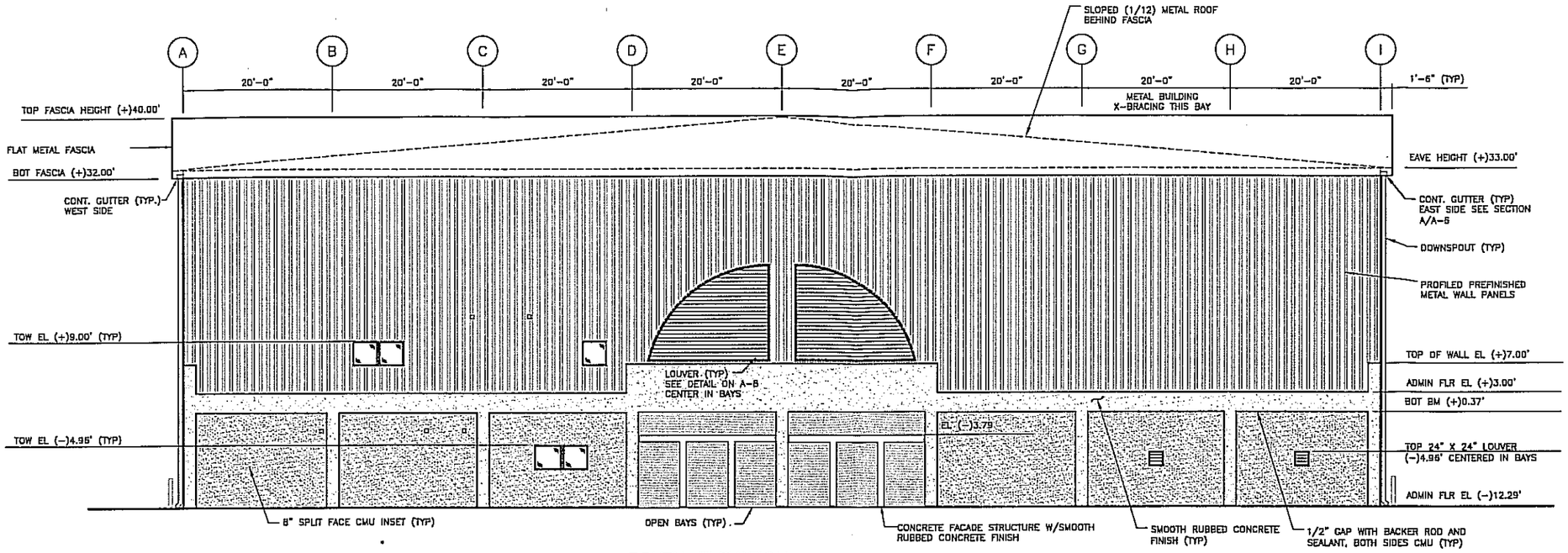
HDR Engineering, Inc.
Suite 1400
128 S. Tryon Street
Charlotte, NC 28202-5009

Project Manager: J. C. READLING, P.E.
Designed: G. Hetzler, PE
Designed: P. Westmoreland
Checked: G. Hetzler, PE

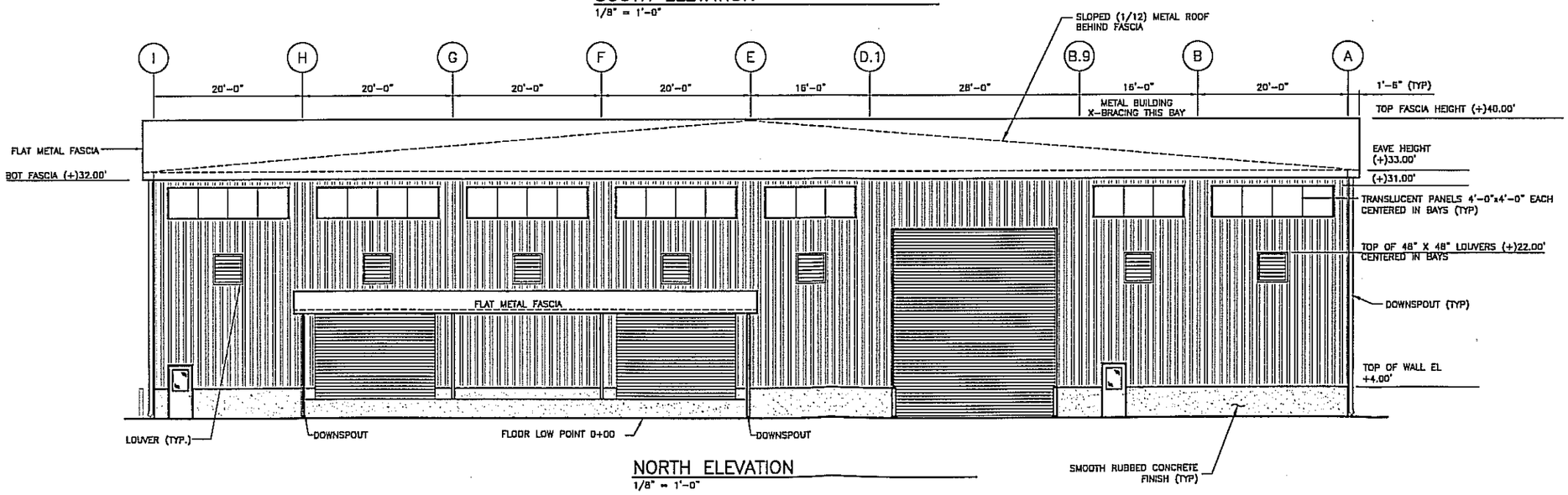
CITY OF GREENSBORO TRANSFER STATION

Site Utilites Plan

Date: DECEMBER 2003
Project No.: 06770-2707-018
Drawing No.:
Issue:



SOUTH ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"

A	ISSUED FOR NCDENR SOLID WASTE PERMIT	5/20/04	DMP		SWJ	JCR
Issue	Description	Date	Drwn.	Chkd.	Resp.	Proj.

HDR
HDR Engineering, Inc.
Suite 1400
128 S. Tryon Street
Charlotte, NC 28202-5009

Project Manager

Designed
S. Jantzen

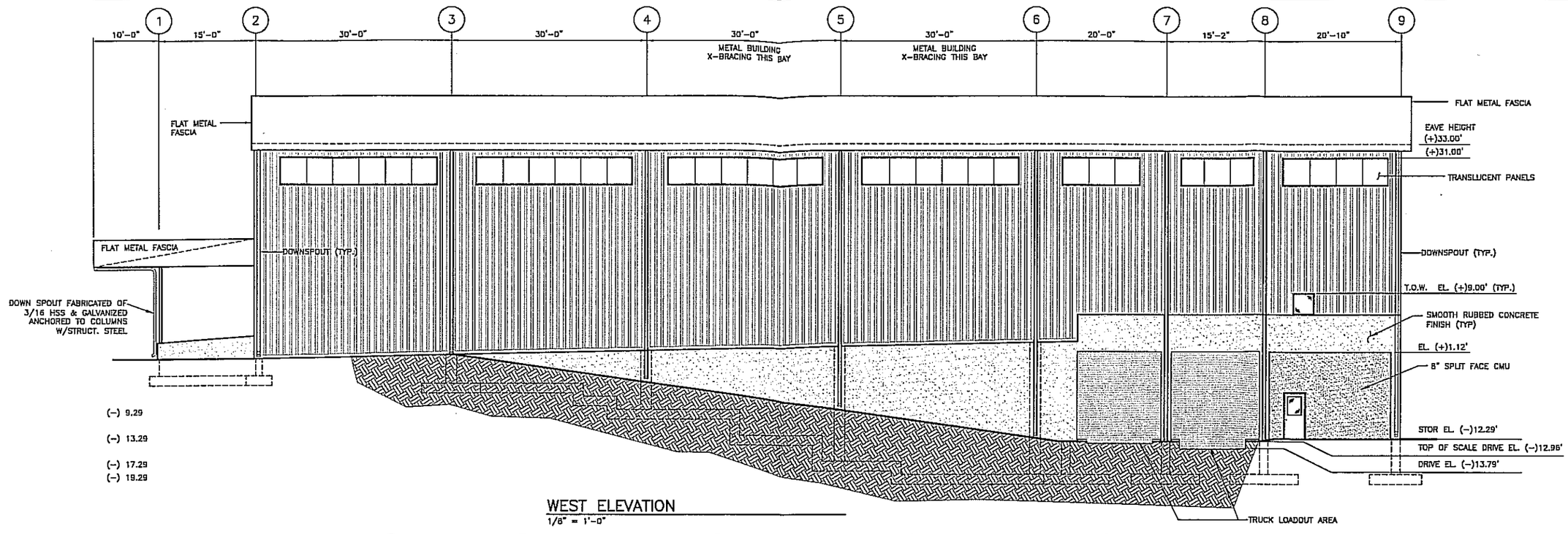
Drawn

Checked

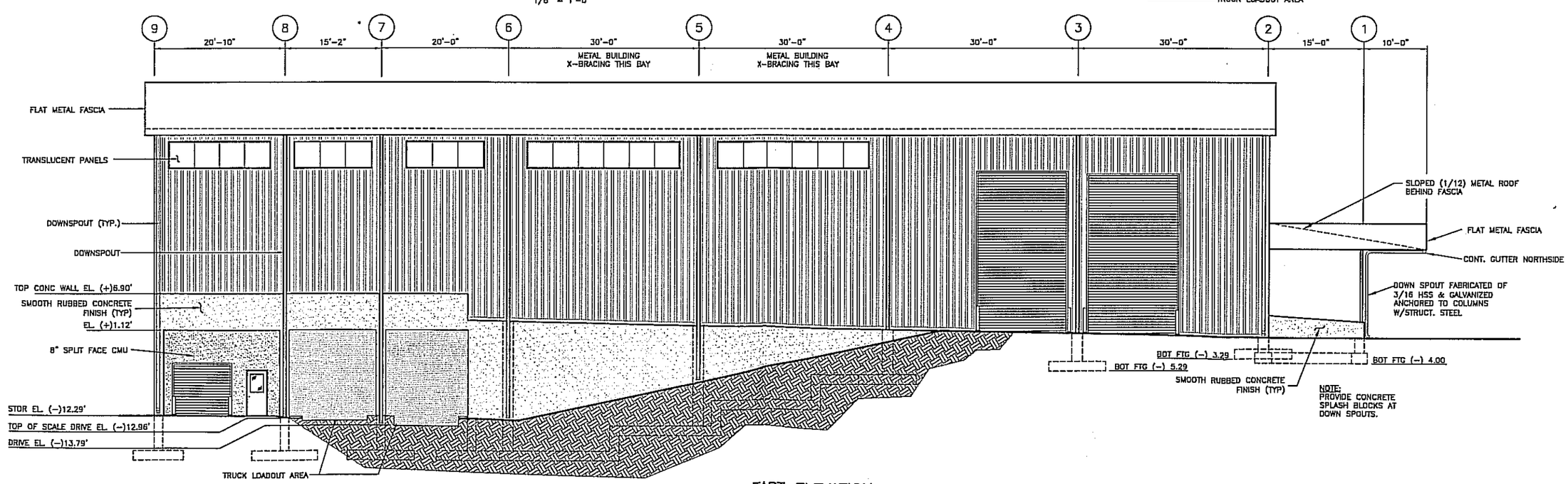
CITY OF GREENSBORO
TRANSFER STATION

Transfer Station
Exterior Elevations
Sheet #1

Date	Project No.	Drawing No.	Issue



WEST ELEVATION
1/8" = 1'-0"



EAST ELEVATION
1/8" = 1'-0"

A	ISSUED FOR NCDENR SOLID WASTE PERMIT	5/20/04	DMP		SWJ	JCR
Issue	Description	Date	Drwn.	Chkd.	Resp.	Proj.

HDR Engineering, Inc.
Suite 1400
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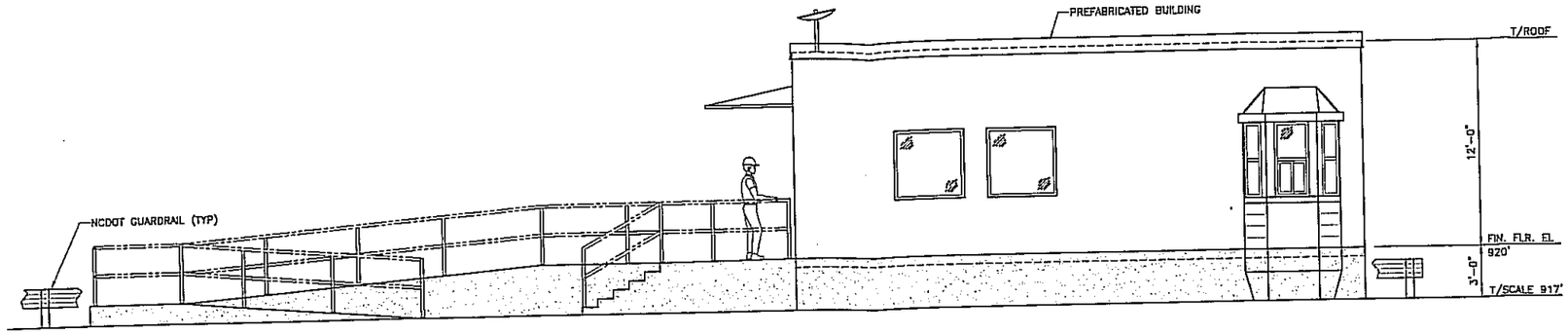
Project Manager
Designed S. Jantzen
Designed
Checked

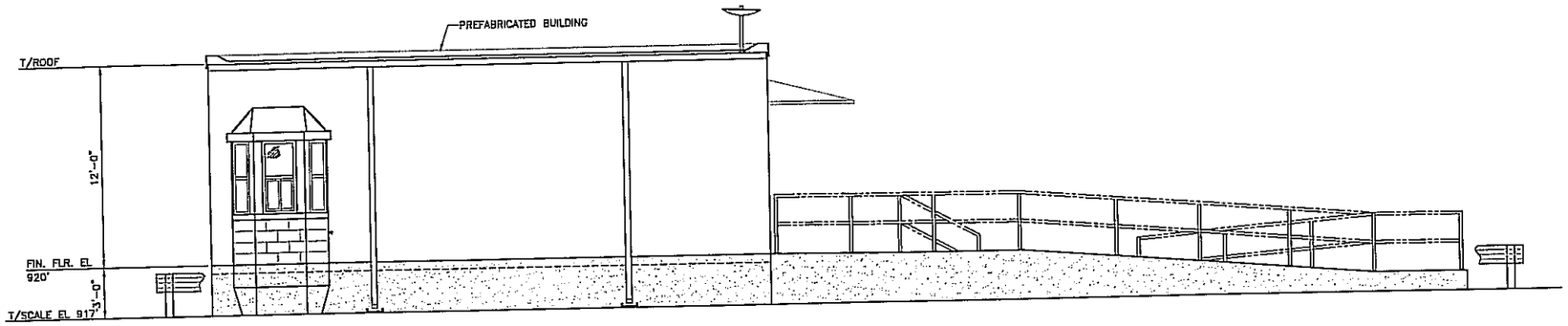
CITY OF GREENSBORO
TRANSFER STATION

Transfer Station
Exterior Elevations
Sheet #2

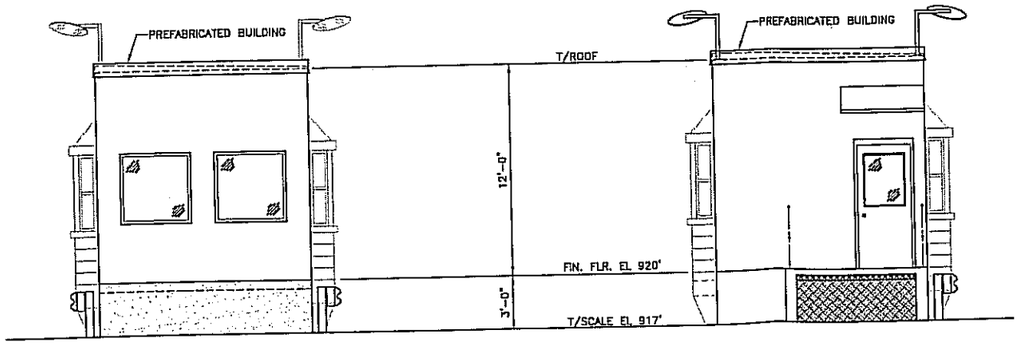
Date | Project No. | Drawing No. | Issue



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

			DMP	SWJ	JCR
			DMP	SWJ	JCR
			DMP	SWJ	JCR
			DMP	SWJ	JCR

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Project Manager
Designed: S. Jantzen
Designed
Checked

CITY OF GREENSBORO
TRANSFER STATION

Prefabricated Scalehouse
Exterior Elevations

Date
Project No.
Drawing No. A-31
Issued A
Scale
File Name